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INFORMATION REPORT

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COUNTRY Hungary

SUBJECT Machine and Railroad Equipment Plant/Magyar Gyor/ The Wilhelm Pieck Vagon es Gepgyar

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SUPPLEMENT TO REPORT #

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2. Originally this industrial combine was known as the Maggyar Vagon es Gepgyar but later it was renamed Wilhelm Pieck Vagon es Gepgyar as a tribute to the East German Communist of the same name.

3. This plant was one of the most important producers of rolling stock and railroad equipment in Hungary in addition to manufacturing special tool steel and and special tools and some heavy machinery. During World War II the auto parts division converted entirely to manufacturing the German ME aircraft. The combine also had a large steel foundry with a capacity for producing approximately 90 thousand metric tons of steel annually. The entire plant could be completely converted to the production of war materials and machinery without too much difficulty and without great loss of time.

4. Products manufactured at this plant included railroad coaches and box cars, diesel engines for locomotives, every possible description and type of cranes, excavating equipment, differentials, transmissions, axles, fuel pumps, gear boxes, gears for trucks, bridge sections, fork-lift trucks and portable electric generators for the army. Railroad coaches and box cars were considered the most important item of production, and 380 to 400 were produced per year.

5. [redacted] the Transmission Section [redacted] produced 500 units per month. Three hundred units were produced for the 3 ½ ton trucks, 50 units for the four ton trucks, and 150 units for the five ton trucks. A unit called the "garnitura" which was also produced in this section, but in limited quantities, included both front and rear axles, transmissions, gear boxes and gears.

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6. Bela Gluck was General Manager of the Auto Works Plant. He received 3200 forints per month. Joseph Gyarmaty was Chief Engineer and his salary was 2900 forints per month. The total number of personnel was 1600, one thousand of which were male and 600 female. Three hundred forty of the male personnel were skilled workers, the remainder semi-skilled. There were approximately 200 people employed in the administration section. The average pay of an auto worker was 800 forints per month.

7. Albert Lakatos was the Plant Director. He was referred to as the chief "god" and was responsible for the entire factory's production. He was also head of the administrative personnel. Lakatos had been at the plant since 1948 He had come from Budapest and had been a Communist for may years.

8. /FNU/ Szalo was sometimes referred to as the Communist Party secretary. He was responsible for all Communist Party rallies and all Communist Party activities at the factory.

He came to the factory between 1953 and 1955. He was head of the Secret Police at the factory. Before the revolution, Szalo was scheduled to be made AVO Secretary of Győr.

9. Janos Novak was General Manager of the Wilhelm Pieck Vagon es Gepgyar.

He had been Personnel Manager of the Auto Works before becoming General Manager of the factory. He left the factory for about five months during the time he was Personnel Manager, and when he returned, he became General Manager. Actually he was Chief Security Officer and was responsible for seeing that no acts of sabotage were committed aroound the factory and that all quotas were met. He never traveled around the factory without at least four or five security police with him. The only time Novak alone was just one hour before the revolt at which time he left the factory alone in a car.

10. Kalman Bedok was Personnel Director.

Bedok was completely responsible for all personnel working at the factory. He did all of the hiring and firing and was responsible for screening all of the personnel who were hired. He also made loyalty checks on persons who might be in question. Bedok was just an ordinary workman in the shop at one time and was pulled out one day and made Personnel Manager of the factory. In 1951 Bedok was sent to Budapest as head of production in the Ministry of Heavy Industry. Later he was placed in charge of a plant to show how it should be run. In 1953 he returned to the Machine and Railroad Equipment Plant at Győr and is still there.

11. Trademarks

Items made at this plant did not have traditional trademarks and all items were stamped "Made in the USSR". Most of the products manufactured were exported.

12. Spare Parts

There was no production devoted to the making of spare parts, however all items that were rejected were salvaged for spare parts. In the area where I worked all the transmissions were inspected before shipment. An inspector checked the transmission and about one out of every four was rejected and the parts used for spare parts. Most of the rejected transmissions were no different from the ones that passed the inspection. All of the so-called spare parts were sent to Budapest.

13. Approximately 10 thousand people were employed at the factory. There were no shifts for the general factory worker. He received a quota to produce every day and he was required to produce that amount no matter how many hours it took. The hours ranged from nine to 13 per day, six or seven days a week. Rarely did they have a free Sunday. There were machines that had to be maintained 24 hours a day and the persons working in this section worked an eight hour shift, three shifts per day.

14. The following legend applies to sketch on WILHELM PIECK VAGON ES GEPGYAR

1. Thermal Power Plant. Dimensions of building unknown. It was constructed of brick and had a flat roof with one chimney. The fuel used was ligaite or brown coal.

2. Machine building. One-story brick with gable tile roof, 150 x 25 meters. The building was partitioned off into seven separate shops.

A. Compressor house, 25 x 18 meters. It housed four large compressors electrically operated. Three compressors were kept in operation and one was kept in reserve. They were used by the Auto Parts Plant. A large storage tank, (size unknown) was located underground. There was one man on duty for each shift and there were three eight-hour shifts per day.

B. Special Tool Shop, 25 x 18 meters. All special tools for theAuto Works Plant were stored here after manufacture. There were eight tool makers working in this shop. The shop started operations in 1949. Before that all of the special tools were shipped in from Austria. Metals and special steel used here and at the Auto Works came from "Diosgyor" and "OZD".

C. Grinding Shop, 25 x 18 meters. This shop did grinding for the Auto Works Plant only. Twenty men were employed to do finished and rough grinding, however most of the grinding done was rough grinding. There were six large grinders and six small grinders with interchangeable wheels and buffers.

D. Heat treating plant. This section was 25 x 24 meters and housed eight furnaces each four meters square. Each furnace held 100 axle halves at one time. Thirty men were employed in this section and all types of heat treating and annealing was performed by them. This shop also used a cyaniding process to obtain surface hardness in low-carbon steels that did not respond to ordinary heat treatment. In this process the part to be case-hardened was immersed in a bath of fused sodium cyanide salts at a temperature of 750° C, the time of soaking depending upon the depth of case desired. There were six oil vats, each four meters square, and three cyanide vats, each three meters in diameter. Two of the furnaces were oil-fired and the others were gas operated.

E. Chrome Plating Shop. This section was 12 x 25 meters. Two master platers and four apprentices worked here. Only parts that needed a hard finish or parts that had been undercut were chrome plated. The parts that had been undercut were chrome plated to fill them up to size so that the parts would not be scrapped. This filling with chrome was done only on tools that took a long time to make or were expensive to make. All chrome plating was done by electro-plating as chrome was very hard to get.

F. Sand blasting shop. This section was 25 x 35 meters. There were six men employed here. There were two automatic sand blasting machines and seven sand blasting guns, hand held. This section did all the sand blasting for the Auto Works Plant.

G. Utility room. This section was 25 x 18 meters with open sides. No one worked here and it was used mostly for storage. No particular item was stored at this spot, it was simply a place for storing some of the parts from the Auto Works Plant.

3. Auto Works Plant. This plant was 150 x 120 meters, two stories high. It had a flat monitor roof with six lines of skylights extending the full length of the building. The building was constructed of brick and steel. It was built by the Germans during World War II for the manufacture of ME aircraft. After World War II the Soviets removed all of the good machinery (German manufacture) from this plant and shipped it to Budapest.

4. Crane Manufacturing Shop. A two-story building 150 x 120 meters, with a saw-tooth asphalt roof, constructed of brick and steel. Number of personnel employed here is unknown. All types of cranes and heavy excavating equipment were manufactured here. The 100 metric ton railroad cranes were also made here. All of the lettering on this equipment was in Russian.

5. Transport Building. A two-story building, 150 x 60 meters, with a monitor roof, constructed of brick and steel, built by the Germans during World War II. Diesel engines for railroad locomotives, fork-lift trucks, and portable electric generators were produced here. The diesel engines were crated in wood boxes and exported to China. All lettering was in Russian. Workers who could read Russian said that the crated diesel engines were being shipped to China according to the markings on the crates. High ranking Chinese visited the plant on several occasions.

Hungary wanted to retain China's friendship so the

workers should produce all the diesel engines that China needed and not to get behind on our quota. The fork-lift trucks were all crated for export with Russian markings. The majority of these trucks were shipped to China. The portable electric generators were mounted on a one-axle, duel wheel trailer. The generators were three meters long and 1 $\frac{1}{2}$ meters wide. The generators were operated by a four cylinder, air-cooled gasoline engine. The armature of the generator was 50 cm in diameter and 80 cm long. All portable electric generators went to the USSR. They were picked up by Soviet army officers. It is my opinion that the Soviets wanted to make certain that the generators reached the USSR. The generators were completely assembled before they left the plant.

6. Bridge fabricating plant. Building was 150 x 120 x 25 meters high, constructed of brick and steel and had a gable corrugated steel roof. Two rows of industrial type windows extended the entire length of the building. An open-sided extension 30 x 120 meters was attached to the west side of the building. It was used for storing various parts. There were five overhead crane tracks in the building with two cranes on each track. The

capacity of these cranes was unknown, however, they could lift a 30 meter section of bridge. There were many types of bridges fabricated here, mostly the turn-table type (the kind that extends over rivers and turns to allow large boats to pass under.) These were destined for Egypt. Two bridges of this type were completed and a third one was under construction when the revolution broke out. There were two Egyptian engineers at the plant during the time the bridges were being built. Also, there were several articles in the local newspapers about the bridges being sent to Egypt as a good will gesture. The bridges also had Russian letterings on them.

7. Gas generating plant, a 2½-story building, 100 x 80 meters, constructed of brick and steel. There was a high wall all around the building. There were two chimneys. Most of the coal that was used was Silesia Coal (from Poland) but occasionally lignite coal was used because of shortage of Silesian coal. There were four floating top gas storage tanks outside the wall on the north side of the building and there were also several inside, number unknown. A new spherical tank, large enough to set a three-story building inside it, was constructed in 1956 across the street and on the south side of the plant.

8. Alcohol distillery plant, 80 x 60 meters, four stories high with a section extending through the center six stories high. It was constructed of brick and steel, and had two chimneys. Two hundred men were employed at this plant. Local residents were encouraged to bring in their rotten potatoes and those who owned farm land in this area had to bring in a certain amount of sugar beets, grain, etc. This was hardly enough to keep the plant going all of the time. Each time a freight train was taken out of the factory area, four tank cars were taken out also. It is possible that alcohol was being brought in for refining in what everyone believed were empty tank cars.

9. Wood Shop. A two-story building 40 x 25 meters with a flat asphalt roof constructed of brick and steel. This was the newest building in the area., The wood shop made all of the wooden trim for passenger cars and the wooden seats for third class railroad passenger cars. It was all hard wood.

10. Railroad repair shop, an "L" shaped building, divided into three sections. Section A was 25 x 40 meters, two stories high. Sections B and C were 30 x 90 meters, one-story high. The lower floor of Section A and all of Section B was used for repair of railroad equipment. Section C is devoted to tool and die making for all of the railroad shops. The top floor of Section A contained administration offices.

11. Seat and fixture shop for railroad passenger cars. This building was 90 x 60 x 10 meters high. It was built of brick and reinforced concrete, flat roof, raised skylights. The building was less than two years old. At the time of my departure, a 50-meter extension was being added to the south end of the building. Construction crews had begun driving 10-meter pilings for the foundation as of September 1956. The plant was utilized to install seats, put in the steam heat lines, lighting fixtures and wiring, and also partially complete the compartments in railroad passenger cars.

12. Administration building and cafeteria. This building was "U"-shaped, divided into three sections. Sections A and C were 20 x 30 meters, three stories high, and Section B was 60 x 20 meters, three stories high. The building was constructed of brick and steel and had a flat asphalt roof. The bottom floor of the entire building was used for a cafeteria and kitchen. The two upper floors of Section A and half of Section B was utilized for administration offices for the Auto Plant. The upper two floors of Section C and the eastern half of section B were used for the administration offices for the crane and bridge fabricating plant.

13. Transformer yard. This area was 20 meters square with a fence around all sides. There were six large transformers, each three meters high.

14. Warehouse area. There were approximately ten warehouses located here. Each warehouse was approximately 200 x 15 meters, one-story high. Parts produced elsewhere were brought in and stored here. Each plant had its own warehouse where they stored their materials.

15. Railroad passenger car assembly and finishing plant. This building was 250 x 100 meters and 10 meters high. It was divided into three sections. On the south end of Section B there was an addition, 6 x 100 meters. This was the administration office for sections A and B. The building was constructed of brick and reinforced concrete and the roof was saw-tooth. In Section A there were 16 rail lines used for assembly of railroad passenger cars. A car was started on the first rail at the southwest corner of the section. The car travelled along the first rail while being assembled. The rail ran outside the building to a turntable where the car was pushed around and started back. By the time it had traveled the 16 rails it was assembled except for the electrical fixtures, plumbing and finishing trim. From this building the car was transferred to the seat and fixtures shop. From there it was brought back to Section B where assembly was completed and the car made ready for shipment. While the car was being assembled in Section A, the frame was set on a dummy undercarriage. These undercarriages were used over and over again. It was not until the car reached Section B that it received a permanent undercarriage. There were six very large cranes that lifted the cars up and set them on the undercarriages. The undercarriages came already assembled from Miskolc. Section C was the fire station. There were two fire trucks at this station. One was an old truck and the other quite new, equipped with chemical spray. There was also an ambulance at the station.

16. Stamping plant. This building was 60 x 40 x 20 meters high. It was constructed of brick and steel and had a sloping gable, corrugated steel roof. All stampings necessary for the building of railroad equipment were stamped out at this shop. There were approximately 50 to 60 presses of all types and 15 large furnaces located here. Size and capacity were unknown. Two hundred fifty men were employed at this plant.

17. Metallurgical Plant. A one-story building, 25 x 15 meters wide, constructed of brick and steel with a gable corrugated roof. All metals from the foundry were inspected here. There was also a laboratory here for testing metals.

18. Foundry. This building was 80 x 40 x 20 meters high, constructed of brick and steel, with a corrugated steel roof. In 1956, six new electric furnaces were installed and the old ones taken out. [redacted] this foundry supplied metal for all the plants in the area, including the Auto Works. The foundry also had a rejuvenating process where scrap metal was reprocessed with pig iron. All of the cooling vats were located along the east side of the building.

19. Steel scrapyard, two acres in area, used to store the scrap metal before it was used by the foundry.

20. Main Administration building, L-shaped, and divided into two sections. Section A was 35 x 15. It was three stories high. Section B was 50 x 10 meters, two stories high. The plant's head administrative personnel worked here. The dispensary was also located in this section with a doctor and nurse on duty full time. This building was sometimes referred to as the main gate building. The plant director and other executives had offices in Section A. There was a road running under Section B into the plant with eight stalls for plant personnel to pass through upon entering the plant. The workers were not searched when they entered the plant but were always searched upon leaving.

21. Transformer yard. This yard serviced the foundry and was the same size as the transformer yard located at No. 13.

22. Gate 2. This entrance was for employees only and no vehicles were permitted through this gate. All personnel were thoroughly searched before leaving the plant.

23. Gate 3. Entrance for vehicles. No personnel were allowed through this gate. There were large mirrors on both sides of the entrance so the guards could check the inside of the truck without climbing onto the truck.

24. Garage and electrical repair shop. This building was 80 x 18 meters, and 10 meters high. It was constructed of brick and steel and was divided into two sections. Section A was 20 x 18 and was used as an electrical repair shop. Any armatures and/or electric motors that required repair at the factory (with the exception of the Auto Works) were brought to this shop for repair. Twenty electricians were employed at this section. Section B was 60 x 18 and was used as a garage. All the repair and service of the factory's trucks was done here. This section was also used for parking trucks. There were six mechanics employed in this section.

25. Gate 4. This entrance was used for personnel who worked at the Auto Works. Vehicles going to the Auto Works also used this gate.

26. Bridge and steel storage area. This area covered four acres. A large crane ran lengthwise through this area. It operated on a long cable with a donkey engine at one end and moved the steel around when necessary.

16. The following legend applies to sketch

AUTO WORKS PLANT

A. Administration offices of Auto Works Plant.

B. Maintenance Shop. Nine men employed in this section for general maintenance and repair work.

C. Differential Section. Twelve men employed, assembling differentials for the 3 1/2 ton trucks. Differentials were assembled on 12 tables. Each table had a parts basked which was kept full by a stock boy. The parts came from a different section in the building. Each man completed a certain operation and then moved to the next table in circular fashion. Each man performed the same operation at each table. Two overhead cranes serviced this area, one eight-ton crane, and one five-ton crane.

D. Differentials storage area.

E. Differentials Crating section.

F. Assembly area for the 5-ton truck differential and front axles. The assembly process here was the same as that used for the 3 1/2-ton trucks. There were 12 men employed here.

G. Utility Room. Used for storage of janitorial supplies.

H. Storage area for all parts connected with the differential assembly of the 3 1/2, 4, and 5-ton trucks.

I. Front axle assembly section. The assembly of the front axle was done by the same people who assembled the $3\frac{1}{2}$-ton and 4-ton truck differentials. There were four additional men employed here.

J. Brake drums made here for all trucks. There was a total of 30 machines of all types located here. The machines were not set up in a definite pattern. There were two sources of supplies for this section; rough stampings from the stamping plant located at this factory and from Diosgyor.

K. Welding section. There were three welding booths with one man to each booth. The equipment used was electric hand welders. These men did all the welding for this plant.

L. Machine shop. Produced all the parts for the entire shop. There were no overhead cranes in this section, however, there were stationary hydraulic lifts located by the larger machines that were operated by compressed air. There were 50 hydraulic lifts in this area. Material for machining came from the Stamping Plant from Diosgyor.

M. Security offices. There were 50 security people who worked out of this office. Their job was to keep a check on all people employed in the plant to see that the quota was met and that there was no sabotage.

N. Two glass cages were located here with an overall dimension of 4 x 8 meters. The cages were dust proof and maintained a constant temperature. Two machines of Swiss make were located here and were utilized for making very special type tools. Six men were employed here.

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O. Tool Crib. All hand tools were stored here as well as lubricants. Twelve men worked in this section.

P. Salvage Area. This section is where the defective parts were taken and salvaged. The personnel working here varied from one to 10, depending upon the amount of stock that was being salvaged.

Q. Gear section. Twenty men were employed at this section. Only gear cutting was done here, the finishing was done elsewhere. Twenty-five automatic gear cutting machines were used.

R. Special tool section. Twenty-five men worked here. This section contained a variety of machines.

S. Machine Repair section. Fifty men worked in this section. All machines in the Auto Works Plant were repaired here.

T. Electrical Repair Shop. Fifteen electricians worked here. All repair work on electrical motors was done here.

NOTE: All of the machines in Sections P, Q, R and S were new machines [redacted] The machines were brought in and set up after 1951. The trade name of the Czechoslovakian machines were "SKODA" [redacted]

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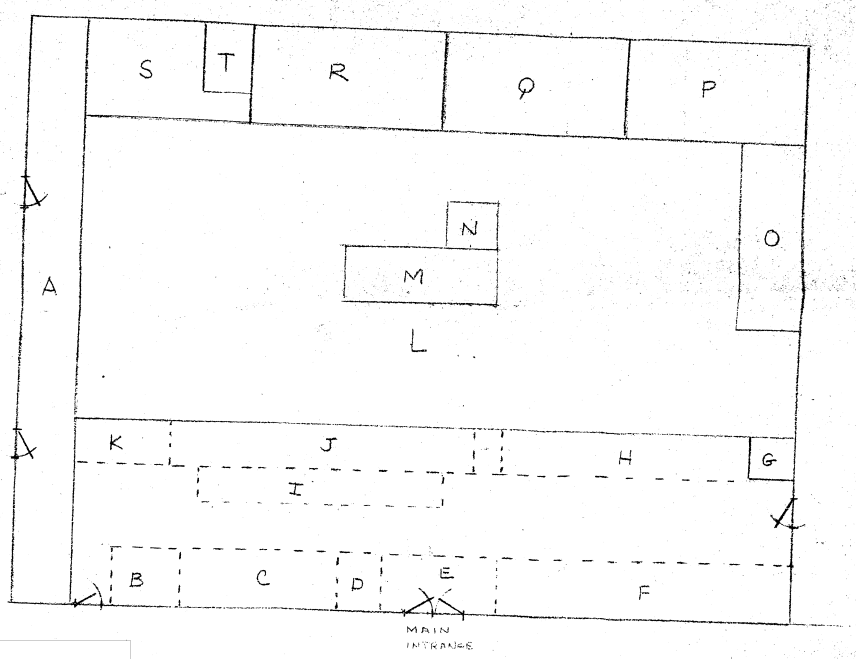

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